

To-day's
Advertisements.HARMSTON'S
CIRCUS
AND
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

A GREAT SUCCESS.

ARMY & NAVY
TUG OF WAR.

\$300—CASH PRIZES—\$300.

H.M.S. "CENTURION," (FIRST TEAM)

SIEGE TRAIN, S.D.

ROYAL GARRISON ARTILLERY

H.M.S. "ENDYMION" (FIRST TEAM)

AGAIN TO-NIGHT, at 10 P.M.

Captain H. CROGAN, R.N., has kindly
consented to act as Referee.
THE GREAT PROGRAMME
AS USUAL.Box Office Plan—ROBINSON PIANO Co.,
Queen's Road.POPULAR PRICES.
SOLDIERS and SAILORS of ALL NATIONALITIES
admitted to CHAIRS and
STALLS HALF-PRICE.ROBERT LOVING, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 13th February, 1901. [14c]

THEATRE ROYAL,

BOXING
TOURNAMENT.28TH FEBRUARY,
1ST & 2ND MARCH.GIGANTIC
ENTRIES.VALUE OF PRIZES,
OVER \$2,000.

WINNERS (4) PURSE of \$120 each.....	\$ 480
WINNERS (4) MEDALS, GOLD and JEWELLED.....	320
4 RUNNERS UP, PURSE of \$75 each.....	300
8 LOSERS OF SECOND BOUTS \$30 each.....	240
16 LOSERS OF FIRST BOUTS \$20 each.....	320
RESERVES DIVIDED.....	120
COSTUME PRIZE.....	50
CONSOLATION BOUTS.....	100
GRAND TOTAL.....	\$2,010

Hongkong, 13th February, 1901. [15c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"
Captain G. T. Blandford, will be despatched as
above on FRIDAY, the 15th instant, at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 13th February, 1901. [18c]NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.
Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LIGNORI
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.
Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"BORMIDA,"
Captain Sartorio, will be despatched as above
on SATURDAY, the 16th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 13th February, 1901. [20c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"
(3,820 Tons Gross, Captain E. W. Haswell), will
be despatched for the above Port, on FRIDAY,
the 22nd instant, at 4 P.M.This New Mail Steamer is specially con-
structed for service in the Tropics and is provided
with Superior Accommodation and with all
modern fittings and improvements for the safety
and comfort of Passengers. Electric Light and
Refrigerator. Doctor and Stewardess carried.
Return Tickets issued by this Company are
available for return by steamers of the other
Lines.For Freight or Passage, apply to
A. S. MIHARA,To-day's
Advertisements.

WANTED.

A GENTLEMANLY YOUTH.

Apply personally to

S. DOUGLAS HICKIE,

THE ROBINSON PIANO CO., LTD.

Hongkong, 13th February, 1901. [19c]

NOTICE.

TENDERS are hereby called for the

ERECTION OF BRICK SHOPS AT

TUNNELTON for the NORTH BORNEO GOVERN-
MENT. Particulars of which may be seen at the
OFFICE of

Messrs. GIBB, LIVINGSTON & CO.,

Agents,
Hongkong, 13th February, 1901. [20c]

Intimations.

WANTED.

THREE or FOUR LADS

to sell the

"HONGKONG

TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 13th January, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,

(E. ROUGHINGTON & Co.)
(Nearby opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eyes—the many years of

"Eye Strain" ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, spells of

dimness when reading, weak eyes, the letters

running together; any of these symptoms indicate

a deficiency in the form of the eye requiring

Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE. [14c]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN

CONVENT, CAKE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing Em-
broidered, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superior will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

A. S. WATSON & Co.,

LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,

dinner wine, Green Seal

Capsule - - - - - \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

C.C.—SUPERIOR OLD DRY,

PALE NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and C.C. are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very Superior

Vintage. ALL ARE TRUE XERES

WINES.

Small quantities are supplied at

proportionate wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

BIRTHS.
At St. James, Singapore, on 2nd February,
the wife of CHARLES MCARTUR, of a daughter.
At No. 8, Queen Street, Singapore, on 4th
February, the wife of Mr. H. G. McD. PZCH,
of a daughter.

DEATHS.
At Kottai, East Borneo, CLAUDE LEMERCIER,
the only surviving son of the late E. Lemerrier.
Deeply regretted.

At the General Hospital, Madras, of typhoid
fever, on the 2nd instant, NORBERT CASTEL
PESTANA, Straits Student Assistant Surgeon,
fourth son of J. C. Pestana. Aged 21.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 13, 1901.

REUTER'S TELEGRAMS.

THE DUKE OF YORK.
LONDON, February 13th.
The Duke of York is better and has re-
turned to London.

THE SOUTH AFRICAN WAR.

COLONIALS OUTFLANKED.
LOSE HEAVILY.
Reuter's correspondent at East London
wires that 2,500 Boers under De Wet, re-
tiring before Col. Picher, encountered and
outflanked 700 Colonial at Tabakberg on
the 30th January. The Colonial lost heavily
and abandoned a Pom-pom, but succeeded
in rejoining General Knox. This affair,
hitherto not mentioned, helps to explain De
Wet breaking through to the South.

ANOTHER AMBUSH.

GUN JAMS.
Later news states that the Boers retiring
before Col. Picher decoyed the Colonial
into an ambush in the Tabakberg hills, mid-
way between Bloemfontein and Smalldel.
The Pom-pom jammed.

FRANCE AND CHINESE LOOT.

The loot taken by the French from China
will be returned to the Chinese Government.

WEATHER REPORT.

The Observatory report says:—
On the 13th at 12.5 p.m. the barometer has
fallen in the extreme North, and is little changed
elsewhere. The anticyclone still covers China,
and a depression lies in the Sea of Japan.
Gradients continue rather steep, particularly in the
North. Very strong monsoon in the N. part of
the China Sea. Forecast:—Fresh N. winds;
fine.

LOCAL AND GENERAL.

H.M.S. Aurora, Capt. Hay, went out into the
Yangtze on the 7th inst., and proceeds to
Hongkong for a month as soon as her relief at
Woosung, the Dido, arrives.

Captain Alfred Symons, Commodore of the
P. and O. Company's fleet, and lately in com-
mand of the *Paranatta*, has died at Bombay.
Captain Symons joined the Company's service
as far back as 1853.

We draw attention to the extracts from the
lecture delivered by Capt. Anderson last even-
ing at the City Hall. A full report of the lec-
ture will be given in next Saturday's issue as
we have not space to-day.

The Hon. Treasurer of the Alice Memorial
and Netherdale Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—

Li Ping.....\$25
A Patient.....2

The *Singapore Free Press* of the 1st instant
says:—That old and respected resident Mr.
Charles Crane who came to Singapore over 40
years ago, says good-bye, with his family, to
this place this afternoon. Mr. Crane, as Mun-
icipal Commissioner, from time to time has done
good work, and his enterprise in starting the
Tampines Dairy Farm has been nothing less
than a public benefit. He takes with him to
England the best wishes of his Singapore
friends for the welfare of himself and family.

At the funeral the other day at Hampstead
of the late Rev. Alfred Cave, D.D., principal
of Hackney Theological College there, the fol-
lowing sensible printed notification was handed
to the mourners at the graveside:—"The family
specially request that gentlemen will not stand
by the grave with uncovered heads; it is the
last thing deceased would have wished." As
the morning was very cold and foggy, this in-
timation was very timely, and much appreciated,
although a few of those present disregarded it.

A PLEASANT ceremony took place this after-
noon at Thomas's Grill room, when Mr. J. C.
Davis, Yeoman of Signals, H.M.S. *Alacrity*,
was the recipient of a handsome spy glass
which was presented to him by Mr. J. C. Good-
child on behalf of the subscribers. The in-
scription was as follows:—Presented to J. C.
Davis, Signalman, H.M.S. *Centurion*, by land-
ing party of the U.S.S. *Nezard*, in recognition
of gallant conduct while serving under Captain
B. H. McCalla with Admiral Seymour's Pekin
relief expedition.

The *Topicist* in a recent issue of the *Singapore*
Free Press has noted that the Straits Settlements
are omitted from the Colonial calendar in the
last *Punch* Almanac. He also says that hardly
two men in a thousand know where the Colony
is, or what the Straits are from which it takes
its name. Most Englishmen are content to
know that it is "Abroad somewhere." There
is also an Indian flavour, he says, in the name
of Singapore which lends the great B. P. to
think it is situated somewhere in the great
Peninsula. The *Topicist* writes jokingly, but
we really believe there is no exaggeration what-
ever in his statements. We also believe that
Hongkong is known to the great bulk of the
B. P. as the place where people are often told
to go in lieu of Peking, that is to say, it is some-

WHEN the news of the Queen's death reached
Bangkok, it was impossible, so a Bangkok
paper started, to put the Royal Standard (kept
at the British Legation) at half-mast, because
the Standard was found to be so badly eaten by
rats as to be utterly unrepresentable.

We would call the attention of those of our
readers interested in the education question
to the letter from Mr. Cunningham, which
appears in another column. Any movement
towards improving educational facilities for
European children in Hongkong deserves
every support.

STARRING and cutting affairs have become
quite common in the Colony during the past
few weeks. Scarcely a day passes but a
Chinaman appears at the Central Police Station
with a wound of some sort, probably on the
head, caused by a chopper, knife or some de-
scription of instrument or missile. It is remark-
able how they bear the pain however, as they
seem to think nothing of such affairs.

BOXING.

We would call the attention of our readers to
the revised prize list for the forthcoming boxing
tournament, appearing in our advertisement
columns.

There being some discussion as to the Maquis
of Queensberry Rules, we publish them be-
low:—

THE QUEENSBERRY RULES.

CHALLENGE CUPS (OPEN TO GENTLEMEN
AMATEURS)

1.—That the entries be drawn to contend by
lots. 2.—That the entrance fee be 10s. 3.—
Heavy weights to be over 11st. 4lb. and light
weights not to exceed 11st. 4lb. 5.—That the
weight not to exceed 11st. 4lb. 6.—That there be
three judges appointed by the committee. 7.—That
the boxing take place in a safe ring. 8.—That
no wrestling, roughing or hugging on the
ropes be allowed. 9.—That each heat consist
of three rounds, with one minute interval be-
tween each; the duration of each round to be
at the discretion of the judges but not to exceed
five minutes. 10.—Any competitor not coming
up to time shall be deemed to have lost. 11.—
That no shoes or boots with spikes or sprigs
be allowed. 12.—Competitors to wear jerseys.
13.—Gloves to be provided by the club. 14.—
The caps to be boxed for once in each year;
the winner to receive a silver medal.

DEFINITION OF GENTLEMAN AMATEUR.

Any gentleman who has never competed in an
open competition, or for public money, or for
admission money, or for professionals for a
prize, public money, or admission money, and
who has never at any period of his life taught,
pursued or assisted in the pursuit of athletic
exercises as a means of livelihood. The com-
mittee reserve the right of requiring a reference
or of refusing an entry.

CONTEST FOR ENDURANCE.

To be a fair stand-up boxing match in a safe
ring or as near that size as practicable, no
wrestling or hugging allowed; the rounds to
be of three minutes' duration, and one minute
interval; if either man fall through weakness or
otherwise he must get up unassisted; ten
seconds to be allowed him to do so; the other
man meanwhile to retire to his corner and
when the fallen man is on his legs the round
is to be resumed and continued until the three
minutes have expired, and if one man fails to
come to the scratch in the ten seconds allowed,
it shall be in the power of the referee to give
his award in favour of the other man; a man
hanging on the ropes in a helpless state with
loss of the ground shall be considered down;
no seconds or any other person to be allowed
in the ring during the rounds; should the con-
test be stopped by any unavoidable interference
the referee to name time and place for finish-
ing the contest as soon as possible, so that the
match must be won or lost, unless the backers
of both men agree to draw the stakes. The
gloves to be fair-sized boxing gloves of the best
quality, and new; should a glove burst or come
off, it must be replaced to the referee's satisfac-
tion. A man on one knee is considered down,
and if struck is entitled to the stakes.
No shoes or boots with sprigs allowed.

AT THE MAGISTRACY.

WATCH SNATCHING.
A chair coolie stood before Mr. Kemp this
morning. The manager of the Stag Hotel, E.
F. McCarthy, was putting a man out of the
hotel yesterday when in the necessary scuffle,
his watch and chain dropped from his pocket.
There were a crowd of Chinese watching the
proceedings and one of them, the defendant,
picked up the watch and made off with it.
A blue jacket named Hann was on the spot
also, however, and he gave chase after the
thief. The latter handed the watch and chain
to a friend in the crowd and he also bolted in
a different direction.

The defendant was sent to prison for three
weeks with hard labour for his part.
The man to whom he handed the watch was
a ricksha coolie. He made away with all
speed but with P. C. Gibson, and N. Y. P. C.
Smith on his track. He led them a chase
down two or three streets but he stumbled
over some steps which he tried to negotiate at
a jump. The watch and chain went sprawling
in the street but was seized by the police.

This man, stated that he was watching a
fight. He stooped down to "see" the watch,
which was thrown near him.

Mr. Kemp sentenced him to three weeks'
hard labour.

THE RESULT OF A GAME OF "PAI-KAU."

A junk was lying near the quay in the harbour
yesterday and a gang of coolies etc. were play-
ing at *pai-kau* on the junk. Nine or ten of
them were gambling in this way, but owing to
heavy losses (300) one of them got obstreperous.
Soon a general fight started and one of the
coolies, who carried a hook with which to pull
bags about, hooked one of the other gamblers
on the head. A deep gash of an inch or so in
length was caused, and from the Police Station,
the injured man was sent to the hospital. He
was released this morning and gave evidence
against the man who drove the hook into him.
Mr. Harland ordered the "hooker" to pay
\$10 or go to prison for a month's hard labour.

THE PLAGUE.

Number of cases reported (Chinese.....) to
up till noon of the 11th Other Asiatics.....
February, 1901..... Europeans.....
Number of cases reported (Chinese.....) 1
during the past 24 hours Other Asiatics.....
Europeans..... 0

Total number of cases reported to date..... 11

Number of deaths reported (Chinese.....) to
up till noon of the 11th Other Asiatics.....
February, 1901..... Europeans.....
Number of deaths reported (Chinese.....) 1
during the past 24 hours Other Asiatics.....
Europeans..... 0

THE BRITISH EMPIRE IN THE FAR EAST.

LECTURE BY CAPTAIN G. C. ANDERSON.
Yesterday evening Captain G. C. Anderson
delivered a lecture in the City Hall, under the
auspices of the Hongkong branch of the Navy
League, on "The interests of the British Em-
pire in the Far East, and the needs of the
Navy." Mr. J. J. Francis, K.C., presided. He
said there were very great, very important
British imperial interests in the Far East, and
so far as they who were out here and who were
in close contact with the questions were able to
judge for themselves, these interests had to a
considerable extent, they were sorry to say,
been greatly neglected. It was a very serious
question for all who had at heart the interests
of the British empire to consider what those
interests were out here—to make themselves
acquainted with the facts, and to do all they
possibly could to promote those interests, and
to make the people in England better ac-
quainted with them. Imperial interests in the East
rested mainly upon the strength of our naval
forces, and therefore it was that Captain
Anderson had combined the consideration of
imperial interests with that of the needs of the
Navy.

Captain Anderson then delivered his lecture,
which was a most able one and was full of
statistics, which proved that our navy needs
considerable sums of money to be expended on
it. We are unable to find space for the whole
of it, but can give an idea of the quality of the
very valuable lecture by quoting the following
extracts.

HOME IGNORANCE OF EASTERN AFFAIRS.

Recent events have revealed the fact that a
remarkable degree of ignorance of Eastern
affairs prevails in the old country, not only
among the rank and file of the people, but also
amongst our leading men, who seem to have
been for a time completely fogged when the
outbreak in the Far North took the country by
surprise. Perhaps this is not to be wondered
at, considering the pace at which people have
to live in modern times, and to the fact that the
eyes of all Western nations were, for the time,
hard set on South Africa.

To take our own colony of Hongkong first
as an instance of the magnitude of Imperial
British interests in the Far East. I must crave
forgiveness if I quote a few dry statistical
figures in support of the general statement
that this colony is of supreme importance to
the Empire, as its furthest outpost, coaling
station, and naval base, with a trade capable
of infinite expansion. Weihaiwei does not
count yet for, though it is a better place for our
purposes than Port Arthur, there is not a big
gun in position, nor any attempt being made be-
yond dredging, to convert it into a secondary
naval base, as was promised; and for some
reason or other, probably the want of defences,
large quantities of supplies have been returned
to Shanghai. Now, if there is one thing more
than another wanted in the Far North at the
present time, with a large number of our
warships and transports between Shantung pro-
montory and the Liaoting gulf, it is a base
port which Weihaiwei should have been by
this time. We do not know what the winter
has in store for us. Our ships cannot stop at
Taku Bay through the winter on account of
the ice. Shanhaiwan is nearly as bad, and
there is nothing nearer than Hope Sound or
Chefoo, neither of them desirable places, after
December, and I have had many years' expe-
rience of the Gulfs of Pechili and Liaoting sum-
mer and winter, and have often taken advan-
tage of the welcome shelter of Weihaiwei.
Possibly South Africa overshadowed Wei-
haiwei, anyhow it has been unaccountably neg-
lected, my more, Lord Salisbury went out of
his way to prevent any railway enterprise
being allowed at the place, and thus destroyed
the chances of the port as a place of shipment,
which he need not have done, had he been
better informed. The place itself is no
more than a walled fishing village, but there
is a good country behind, now booked for
Germany!

HONGKONG'S TONNAGE.

The Harbour-Master's report of this Colony
for 1899 shows the total tonnage entered and
cleared during the year, to be in round figures
18-million tons, being an increase of 35,000
tons on the previous year. Of this total ton-
nage, 48 per cent. was under the British flag,
26 1/

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	SATURDAY, 16th Feb., at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	5th March.
PROSCHE	(LONDON with transshipment in HAMBURG)	About 15th March.
MARBURG	HAVRE and HAMBURG	About 25th March.
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 5th April.
BAMBERG	HAVRE and HAMBURG	About 15th April.
JACOBS	(LONDON with transshipment in HAMBURG)	About 25th April.
SARNIA	HAVRE and HAMBURG	About 5th May.
Schlaefke	(LONDON with transshipment in HAMBURG)	About 15th May.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

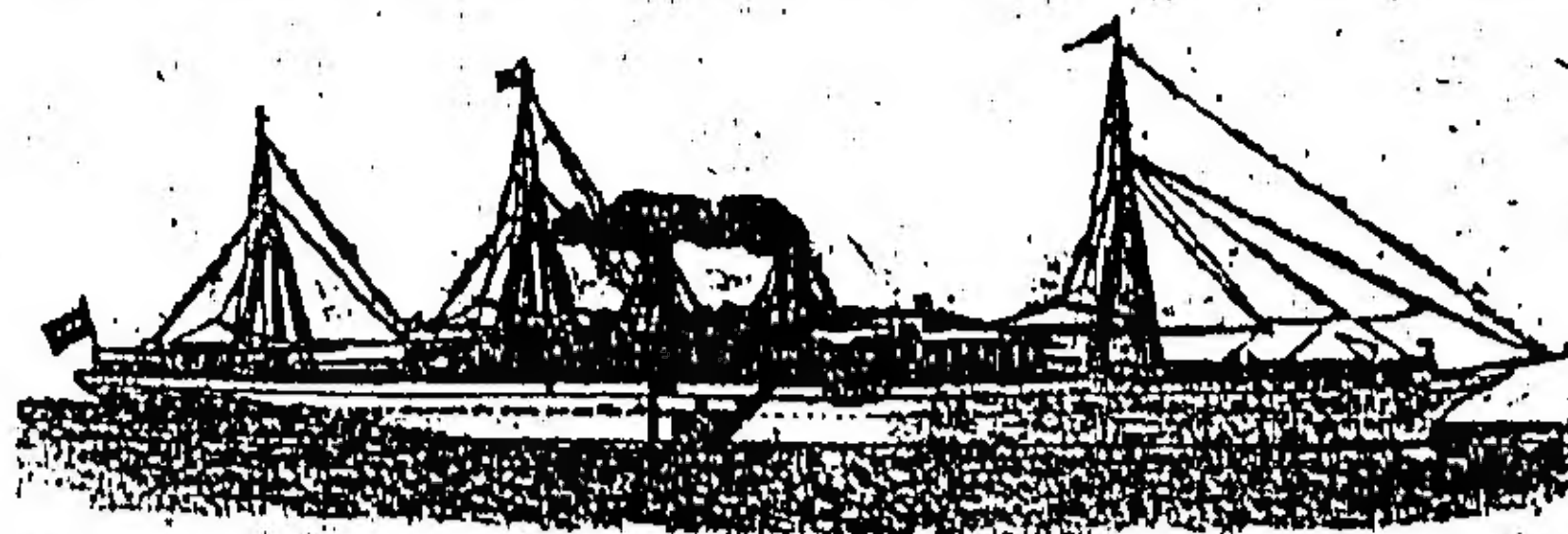
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNOLD, KARRBERG & Co.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, India and London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Tons.

Captains.

Proposed Sailings.

Tacoma 2,811 A. Dixon Mar. 1

Victoria 3,502 J. Panten Mar. 8

Duke of Pife 3,821 J. S. Cox Mar. 15

Glenogle 3,750 W. Frakes Mar. 22

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. MAGNIFICENT SCENERY OF THE ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 4th February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following vessel during her stay in

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWEILIN"	15th Feb.
MANILA	"CHANGSHA"	18th Feb.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	18th Feb.
MANILA	"SUNGKIANG"	22nd Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"ALCINOUS"	Pulford	23rd February.
"	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.
LIVERPOOL (Taking Cargo at LONDON RATES).	"GLAUCUS"	"	16th February.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 12th February, 1901.

THE OSAKA SHOEN KAISHA.

FOR SWATOW.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above TO-MORROW, the 14th instant, at Daylight. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th February, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 13th February, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR," Captain E. Fey, will be despatched for the above Ports, on FRIDAY, the 15th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th February, 1901.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th February, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," Captain R. Mayer, will leave for the above places, on FRIDAY, the 22nd instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 12th February, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA," will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 12th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,023 Wednesday Mar. 20

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 20th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, BOMBAY, ADEEN, SUEZ, PORT SAID AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA TERESA," Captain Raskevich, will be despatched as above TO-MORROW, the 14th instant, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 1st February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on WEDNESDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th February, 1901.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Tea House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHWANG and all Ports in JAPAN.

Agents—

Milk Coal Mines.

Kanda Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Onomura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Kishida Coal Mines.

Yamano Coal Mines.

